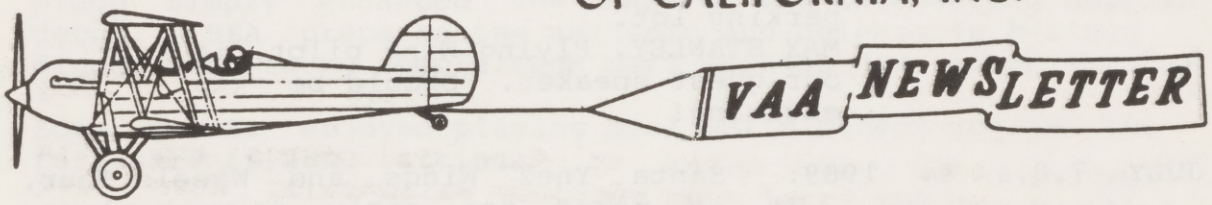
VINTAGE AEROPLANE ASSOCIATION OF CALIFORNIA, INC.



JANUARY 1989 KEEP 'EM FLYING DONATION $6.00

Connie Clark, President
(213) 835 2562

Robert Nielsen, Editor
(818) 241 9846

PRESIDENT'S MESSAGE:

I would like to wish everyone a Happy New Year. May 1989 be a good year for all. Our last function during 1988, our Christmas Party hosted by DICK and BEA SMITH, was just delightful. I'm sure that everyone who could attend enjoyed it immensly. Thank you DICK and BEA for all your work.

And our first party of the New Year also turned out well due to the cooperation of the weather. Several of us flew or drove to DON and GERI SNYDER'S Open House on New Year's Day. There was snow on the ground, but the house was warm and cheery.

Thanks to LEO GAY, our Activities Chairman, we know we will have many interesting meetings this year, and fun activities with the chance to keep in touch with good friends.

Hope to see you there.

Connie Clark

CALENDAR:

JANUARY 20, 1989: VAAC meeting at Glendale College Campus Center. The Center is parallel to, and adjacent to the parking lot.
MAX STANLEY, Flying Wing pilot, is our guest speaker. Should be exciting!

JULY 7,8,& 9, 1989: Santa Ynez Wings and Wheels Tour. It is never too early to make plans.

AUGUST 26 and 27, 1989: Hawthorne Air Faire. More on this event of the year, later

OUR MEETING´S KEEP GETTING BETTER

LEO GAY has done another big one for us. LEO has invited MAX STANELY to speak at our next meeting at Glendale College, January 20th.

MAX is the foremost Flying Wing pilot in the world today. He logged many hours in the forties flying and testing JACK NORTHROP´S various Wings.

I wonder if MAX would like to fly the B-2.

We will meet in the same building as last time.

NEW MEMBERS:

DELIA PALCAZIOL, Vista, California

BILL and KATHY DAVIS, Apple Valley, California

GREG HAUSER, Torrance, California

COMPENSATING THE COMPASS: A ritual performed by pilots after emerging from a heavy cloud formation. .....PROP WASH

Most members dues are to be paid in January. Please check your labels to see if yours are due now.

CHRISTMAS PARTY

The beautiful hillside home of DICK and BELIA SMITH was the setting for our Christmas Party. Crisp evening air, the sparkle of harbor lights below, and the warmth of the fireplace simply enhanced the charm of the interesting Mexican decor. BEA prepared the authenic and delectable Mexican dinner with tasty specialties most Gringos have never sampled.

Some guests enjoyed playing pool while others enjoyed the refreshments and visiting.

DOTTIE HEFLINGER along with enthusiastic help of BEA SMITH and MERLEE LEVICK, and sometimes the rest of the guests, managed to dispense with the drawing of numbers for the many door prizes.

Thank you DICK and BEA for inviting us to your lovely home and making this one special Christmas party we will always remember.

SPINACH

I am a model 35/70 PORTERFIELD, Serial No.229. Reg. NC17029. Delivered August 26, 1936 from Porterfield Aircraft Co. at Kansas City, MO. My original papers were signed by Ed Porterfield himself.

BOB CUMMINGS was my first owner and named me: "SPINACH".

JOHN INNES has owned me 23 years and not only restored me completely, but has kept me hangered and in perfect condition.

I should really be called a 35/90 as my LeBlond engine is equivalent to a Ken Royce 90 Horesepower. Pressure lubricated rocker boxes, etc, etc.

The reason I'm telling you all of this is: I am seeking a new owner...one I can love and be loved in return.....SPINACH

MEMORY GAME:

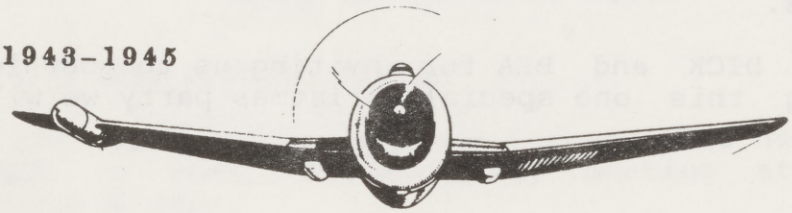
Don´t forget your name tags when you come to the meeting or be prepared to pay $.25.

MEL HEFLINGER,
Sergeant-at-Arms

TO ORDER NEW BADGES:

Send your name, clearly printed, along with $5.00 for each badge to RALPH MAJORS 5231 Stratford Avenue, Westminster CA. 92683. Be sure to mention that it is the Vintage Aeroplane Association of California badge that you want.

1943-1945



THE FAA PLAN FOR TCA AIRSPACE EFFECTIVE JULY 1, 1989:

All space 30nm from the center of TCA from the surface to 10,000´ msl will be closed to aircraft not using a Mode C transponder.

32 TCA´s are planned to be be established by July 1st.

1,190 public use airports will be affected as well as some 90,000 general aviation aircraft which have no Mode C transponders.

User groups are suggesting to the FAA the creation of buffer zones outside the current TCA boundries, and up to 10,500´ msl, for Mode C equipped planes. Non-Mode C aircraft would be allowed to fly below these buffers to the airports near the primary TCA airport, and in the low altitudes where radar is ineffective.

In mid-December the FAA gave a 45 day public comment period so it is imperative that cards or letters expressing our comments be mailed NOW. Send to: FAA Office of Chief Counsel, AGC-10, 800 Independence Avenue, S.W., Washington D.C. 20591. Refer to Docket 25753 in your comments.

NEW YEAR´S IN HESPERIA

DON and GERI SNYDER wish to thank all the Vintage Aeroplane Association members attending the open house at their Hesperia Airport home on January 1, 1989. Twelve airplanes and 75 friends joined DON and GERI in welcoming in the New year and enjoyed a buffet in the SNYDER home. The weather on New Year´s Eve dusted the high desert with about an inch of snow, but Sunday dawned with a completely clear sky, although a bit on the nippy side. By the time the airplanes started arriving at 11:00 am, the temperature had warmed up to about 40 degrees. A special thanks to the airplane drivers in the open cockpits who braved the cold.

After the sumptiuos meal, the aviation trivia quiz was graded and drawings held for the door prizes. The trivia quiz was won by STURE FOLKESON with MEL HEFLINGER a close second. Some of the door prizes were numbered edition pencil sketches of airplanes donated by local artist DAVE TANNER. In addition there were other aviation oriented prizes.

The aircraft started departing about 4:00 pm for the L A Basin and other locations. A special "Thank You" to those who brought food to share. This was such a joyous occasion - there could be no better way to start the New Year than with friends and neighbors.

Hope to see all of you back next year!!

DON and GERI

ENGINE FAILURE: A condition which occurs when all fuel tanks become filled with air.

AL KIEFER REPORTS:

STS is no longer manufacturing their hand held radios that some members have. However, batteries and parts may be available as long as supplies last. It is wise to stock up now on any parts you may need for future use. Call the 800 number you have with your STS radio information to order them.

Presidential candidate Micheal Dukakis fired the only man who objected to Dukakis´s stand on the closing of Massachusetts airports to light aircraft. All those who agreed with Dukakis on this issue seem to have job security.

MEMBERS IN THE NEWS:

HAL LOOMIS and JOHN MADISON IN THEIR L-19/0-1 BIRD DOGS. HAL showing off his Fuji-built "Sushi" which is painted in the colors and markings as when it flew in the Japanese Army Self-Defense Force. He is trying to gather more information on his particular plane´s history.

JOHN, an ex-WWII P-47 Thunderbolt pilot, owns a Cessna "A" built Bird Dog which has the same colors and markings as in the days it flew for the Civil Air Patrol search and rescue work.

CLAY LACY HONORED BY CITY OF HOPE.
A long list of credits and accomplishments in aviation and films have brought honor to CLAY LACY. There are more than 150 television shows and movies with aerial sequences either filmed by him or in which he appeared. He won the 1970 Reno National Air Races in his "Miss Van Nuys" P-51D, and the flight of "Friendship One" around-the-world trip in 36 hours and 54 minutes to raise $500,000 for charity. We name just a few accomplishments.

The black tie dinner and dance at the Beverly Hilton Hotel was in recognition for the $50,000 received by the City of Hope Medical Center as a result of that around-the-world flight.

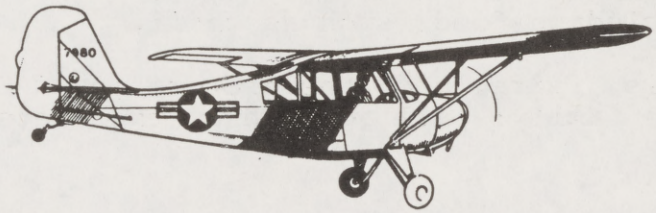
DICK SMITH AND RALPH BAXTER in flight across San Pedro Bay in the birthday anniversary salute to the Vincent Thomas Bridge. Dick in his TravelAire and Ralph in his Waco UPF-7.

ROYCE REARWIN TO RECORD THE HISTORY OF THE REARWIN AIRPLANE. From the development in the late 1920´s through the struggles to continue manufacturing during the depression, followed by Word War II, are the makings of an intriguing and historical book. Any one with information that may be of interest to The Rearwins can contact them through the Rearwin Club, P.O. Box 127, Blakesburg, Iowa, 52536. or (515) 938 2773.

1989

Thank you to DON and GERI SNYDER for starting the New Year off with a fabulous Open House. All who attended enjoyed the delicious dinner, as well as their lovely home on the airport. The remnents of the recent fire, which came dangerously close to the SNYDER´S house, were still evident. Snow on the ground and the afternoon breeze emphasized the clean, clear air of the high desert that many city dwellers envy. The aviation Trivia quiz had everyone buzzing, however STURE FOLKESON won first place. MEL HEFLINGER did well too, winning second place.

DON and GERI have constructed a large hanger which includes a 3/4 bath with wallpaper displaying antique planes, autos, and trains. About 75 people attended the event, with plenty of food for everyone. About 15% of attendees were from the Torrance Area.



BARNSTORMING U.S.A.

Six months, 48 states and 200 vintage aeroplane flights later, Martha Esch is home again in Orlando Florida putting her experiences into a book and slide show.

She was one of the guests at our Wings and Wheels Tour in Santa Ynez last summer, and appeared at the Hawthorne Air Faire. Hitching rides in vintage airplanes 25 years old or older, her outfit included the vintage jodhpurs, leather helmet,goggles and silk scarf. Martha even spoke the language of that era saying "aeroplane", "flying machine" and "Aviatrix".

The slowest ride Esch had was in the Goodyear blimp at 35 mph. The gondola was built in 1937, qualifying it as a vintage craft. The fastest was in a P-51 Mustang. The pilot put the WWII fighter into a dive at 370 mph.

At the end of the journey she had logged 29,311 miles with 199 different pilots. "There really is a brotherhood of people who have aviation in common", Martha said.

To the VAAC members Martha says "Thanks to all those who helped with the flights and also those who sent articles. I enjoyed our visit at Santa Ynez."

THINK JULY IN JANUARY!:

Santa Ynez Tour dates have been established July 7,8 &9 1989. If you haven't been to one of these Santa Ynez meetings you have missed a big event with Antique cars, planes and military vehicles, good fun exchanging rides in planes and cars, the barbecue and picnic lunch, friendly hanger flying and such. More in a later newsletter.

AND AUGUST:

The HAWTHORNE AIR FAIRE has been set for August 26 and 27, 1989. This FAIRE features Antique and non-antique airplanes, flying and static displays, antique land vehicles, Radio control model airplanes and helicopter flying demonstrations, booths of various interests, including foods such as chili.

This faire and the aforemenioned Santa Ynez affair is for the family: all ages enjoy the meets.

VINTAGE AEROPLANE ASSOCIATION
OF CALIFORNIA

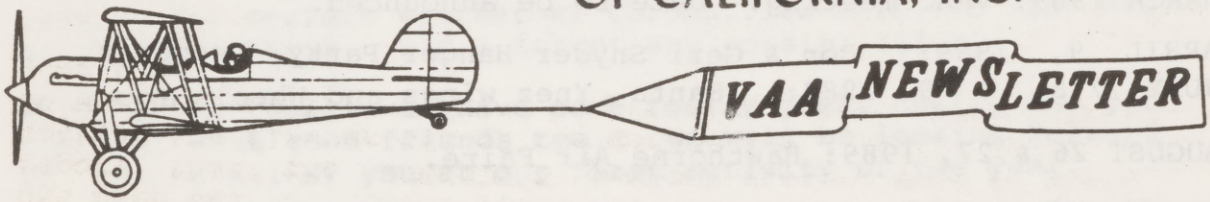
ROBERT J. NIELSEN
1412 HILLSIDE DR.
GLENDALE, CAL.
91208

PASADENA, CA
JAN 1 PM
1989

Mrs. Maggie Davis
2001 Pan American Plaza
Balboa Park San Diego CA
92101

12/99

VINTAGE AEROPLANE ASSOCIATION OF CALIFORNIA, INC.



FEBRUARY 1989 KEEP 'EM FLYING DONATION $6.00

Connie Clark, President
(213) 835 2562

Robert Nielsen, Editor
(818) 241 9846

CHILI POTLUCK IN FEBRUARY:

DON and SUE JOHNSON will hold the Annual VAAC Chili Cookout and Potluck in their hangar at Corona Airport on Sunday, February 19th. Arrival time is set for 11 am.

Those who would like to bring their favorite chili dishes should call SUE to let her know. At least five pots of chili are needed for the event. SUE would also like to know how many salads, bread or rolls and desserts will be available Call Sue at 714-773 1717, 213-921 6674 or 714-521 8850.

Planes can be parked in the grass across from the hangar. Cars are to be parked in the strip between the hangar and grass area or beside the JOHNSON hangar.

This February event has had more than its share of bad luck, specifically, bad weather and a closed down runway. The years that the weather has cooperated this hangar party has been well attended. Those who have driven cars to Corona report that the JOHNSON'S potluck dinners make it worth getting the flivver out of the garage for a Sunday drive. So whether you fly or drive be prepared for an exceptionally good time.

Please note: The rain date is Sunday, February 26,1989.

VAAC CALANDAR:

FEBRUARY 19, 1989: 11 AM. Annual Chili Cookout and Potluck.
DON and SUE JOHNSON'S Hanger, Corona Airport.

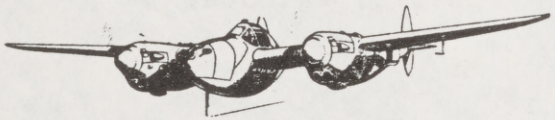
MARCH 1989: VAAC meeting. Date to be announced.

APRIL 9, 1989: Don & Geri Snyder Hanger Party, Hesperia.
JULY 7,8, & 9 1989: Santa Ynez wings and Wheels Tour.

AUGUST 26 & 27, 1989: Hawthorne Air Faire.

OTHER EVENTS:

MARCH 3rd,4th, & 5th: Cactus Fly-in at Casa Grande Airport, Arizona.



LOCKHEED P-38 Two 1,150-h.p. Allison engines (later increased to two 1,475-h.p. engines). Known to the German pilots as the "Fork-Tail Devil," it was feared by German and Jap pilots alike. One of the best fighters of the war.

P-38

The revolutionary P-38, called "Forked-tailed Devils" by the Germans during WWII, is celebrating its 50th anniversary.

The twin engined, twin tail boomed, center cockpit pursuit aircraft had a range of 500 miles at about 414 mph. This plane escorted bombers over Germany. The greatest perfomance was its high rate of climb and high altitude capability.

Being twin engined the P-38 had an advantage over the P-51 in that if one engine was out there was another one to get the pilot home.

CACTUS FLY-IN

The 31st Annual Cactus Fly-in, sponsored by the Arizona Antique Aircraft Association, will be held at Casa Grande Airport on March 3rd, 4th and 5th. Antique airplanes, Experimentals, and Warbirds are welcome.

Lunch and spaghetti dinner will be served to early arrivals on Friday followed by an evening of aviation movies.

All day arrivals are expected on Saturday. Breakfast and lunch will be served on the field. All meals are served by the Casa Grande Lions club.

Saturday evening Awards Banquet and program will be at the Holiday Inn. Motels: (All are in the 602 area code) Setay 836-7489; Francisco Grande 836-6444; Holiday Inn 426-3500; Best Western 836-1600; Arizona 836-7802; Palo Verde 836- 9178. For further information call Don Richcreek 567-9632.

PRESIDENT'S MESSAGE:

Although we have a rain date it's not too soon to start praying for perfect weather at Corona...no rain, no wind and no closed runways. Did I forget any possibilities?

This is a chance to have some really great chili, and get together with good friends too. We will be looking forward to seeing all of you at our first activity of the year.

Bonnie

NEW MEMBERS:

LAIRD A. DOCTOR of Anaheim, Ca. has access to a T-6.

WILLIAM LUSK lives in Irvine, Ca. recently purchased a Tiger Moth.

AIR FAIR AT CABLE

Many VAAC members attended the Pomona Valley Air Fair held at Cable Airport on January 7th and 8th. This was Cable's 14th Annual Air Fair sponsored by Pomona Valley Pilot's Association. Purposes of the Air Fair were to raise money for scholorships for local college students, and to help the Civil Air Patrol Squadron.

During the air show program it was noted that Paul Cable has been with Cable Airport for 30 years. Many beautiful Swifts were displayed by the Swift Club members. The Vintage Aeroplane Association was well represented also.

Members seen enjoying the Fair were Ralph Baxter, Dick Smith, Mel and Dottie Heflinger, Dale and Bettie Miller, Lane and Roberta Leonard, Ed and Connie Clark, Channing Clark, Don Johnson, Don Johnson, Jr., Larry and Elaine Anderson, Al Kiefer, Sid Cherniss and Victor Poppa.

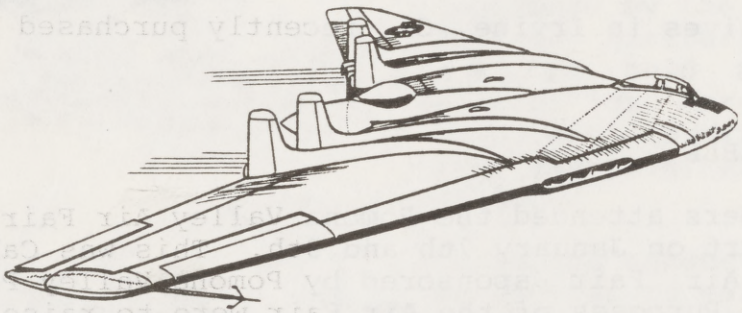
Also seen was the framework for four rows of T-hangars under construction. Five box hangers will also be erected. Are these additions a sign of our times? Who says general aviation is dead?!!!

A PLANE AHEAD OF ITS TIME

MAX STANLEY'S interesting discussion and films of the Northrop Wing at the first meeting of '89 is just a sample of the good events ahead for VAAC.

Max, the first pilot to test and fly the Wing explained that the Wing came about because the Air Force requested a more radar illusive and a longer range aircraft. Northrop Aircraft won the proposal and an order for 15 planes.

Radar illusive and longer range it was. The wing was undetectable on radar until directly overhead. The first Wings, with propellers and driveshafts, had a mission flight capablility of 10,000 miles at 250 mph. Because of the distance and time two crews were needed. Prop engine failures caused the program not to make great progress so the props were replaced with the newly invented jet engines.



The jet engines caused the mission range to drop to 4,000 miles. By this time the war was over and the longer range was not important, so the shorter distance was acceptable.

Unusual features of the Wing, besides the obvious design, were reduced drag, alility to carry a larger load faster and with 25% more efficiency than other planes using the same power.

MAX told of his apprehensions and delights of flying such a strange looking plane. His first flight was from Hawthorne Airport to Muroc. When going down the runway for takeoff he noticed a rabbit passing him.

He said the pilot in command "had a wonderful view, while the co-pilot's position was not at all desireable". The only entrance into the plane was through the belly which was difficult, especially with a parachute. A wheels-up landing would have made it hard to get out of the plane. Max had no clues as to why the Government ordered the Wing to be destroyed.

DON MULLIGAN, HISTORIAN:

Don Mulligan is our new Historian. He comes well qualified with an airplane photography background. Thank you, Don, for coming to our rescue. We have been without a Historian far too long and we truly appreciate your filling the vacancy.

"VEIL" vs "BUFFER"

A deadline of February 27, 1989 has been set by the FAA for receipt of comments regarding the proposed "veil" around the nations TCAs.

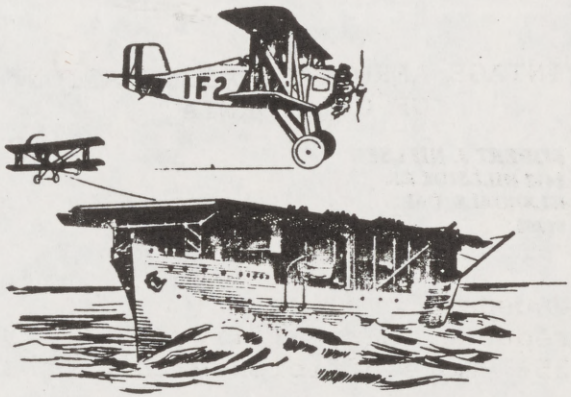
Effective July 1,1989 a Mode C transponder will be required within all airspace 30 nm from a primary TCA airport from the surface to 10,000 msl.

A "buffer" zone between airline traffic and non-Mode C aircraft is being proposed as an alternative, keeping the current upside-down-wedding-cake boundaries. Altitude reporting equipment would be required on aircraft operating in the buffer zone. This would permit non-Mode C planes to fly well below the floors of the TCAs and continue to have access to perimeter airports.

Your comments on this matter can be sent to: FAA
Attention: Rules Docket # 25753
800 Independence Avenue, S.W.
Washington, D.C. 20691

SPINACH

We failed to include a phone number where SPINACH could be reached in the last issue. JOHN INNES says that SPINACH is still looking for a new owner and that he would be glad to talk to anyone who wants more information. Call JOHN or SPINACH at 818-349 1714.



Check your label for the date your dues are to be paid. A donation of $6.00 pays for postage and printing of one year. Make check to Vintage Aeroplane Association and send to Elda Nielsen 1412 Hillside Drive Glendale, CA 91208.

Order name badges from Ralph Majors, 5231 Stratford Avenue, Westminster, CA 92383.

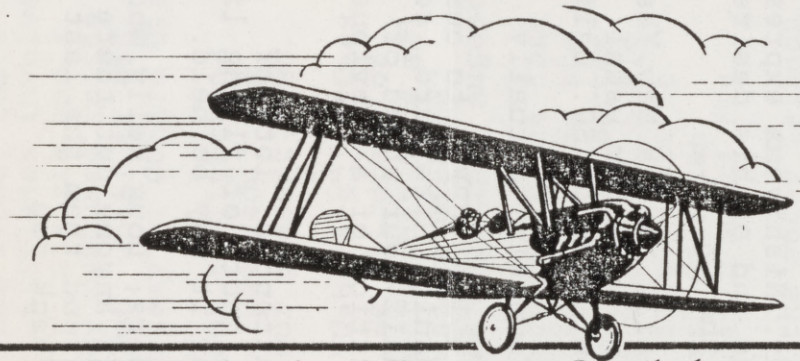
Please send articles of interest, want ads or for sale items and information to be shared to the Editor. The deadline is the first of the month for each months issue.

VINTAGE AEROPLANE ASSOCIATION
OF CALIFORNIA

ROBERT J. NIELSEN
1412 HILLSIDE DR.
GLENDALE, CAL.
91208

PASADENA
FEB 13
PM
1939
CALIF.

Mrs. Maggie Davis 12/99
2001 Pan American Plaza
Balboa Park San Diego CA
92101



V·A·A N·e·w·s·l·e·t·t·e·r

Vintage Aeroplane Association Of California, Inc.

President Connie Clark (213) 835-2562 **Editor** Marc Herman (818) 353-3467

January 1990 issue

JANUARY MEETING

Hope you all had a good CHRISTMAS AND A HAPPY NEW YEAR. Let's start off the year with a meeting that will interest every person in the club. The time 7:30 PM Glendale College on

FRIDAY 19 JANUARY 1990

The speaker of the evening will be Mike O'Leary, editor of Challenge Publications,(Air Progress, Air Classics etc) and he will present a slide show on interesting aircraft.

Mike is rated as one the finest sircraft photographers in the world, he has published many books here and in England, so here's your chance for an intereesting evening.

New members; Sam and Lenora Massey, Victorville residents were guests at the Santa Ynez event and decided to join and so we say WELCOME. Sam has been flying since 1960,a Skylane RG and recently acquired a Stinson Reliant (Gullwing 1939) and is anxious to bring it to a flyin. Lenora started to learn how to "land a plane", the bug bit her and she went all the way and received her license and has now passed the 200 hr mark. On their 33rd wedding anniversary, Sam surprised Lenora with her very own 1977 Cessna Cardinal , and she loves it. Who wouldn't?

A note from Geri Snyder: the Hesperia airport has been purchased by a Japanese Investment firm,MojaveAviation Inc. and took possession on 1 Novemeber 1989. Mr. Katsuhisa Nishiyama,

President of the firm, hosted a dinner for the Hesperia Airport Homeowners Association on Thursday 30 November 1989 and , through an interpreter, spoke of the following plans: widening of the runway,construction of a two story administration building witha pilot's lounge, classrooms and offices, landscaping of the grounds and perimeter security fence. Japanese students will be taught to fly in fixed wing aircraft, housed in the motel and take their meals in the restaurant.

The Hesperia Airport has a history of a troubled past. Mr. Nishiyama expressed his intentions of complete cooperation with the residents and of his desire to make the airport the best privately owned airport in the US.

Don and Geri Snyder own a house on the airport, and annually have a New Year's Day party at their house, we are waiting for news so we provide our usual complete coverage of important happenings in the aviation world of SO. Calif.

More new members: Welcome to Harold and Dorothy Orr of Fawnskin, actually their letter is dated 20 May 1989, but lets read on.
After more than a year of searching, we have just added a 1941 UPF-7 to our collection. It took six days enroute for Harold and mechanic, Mike Ward, to return from Hollywood, Florida with N32144, arriving a half hour ahead of their announced ETA. (Editor's note: this may be a repitition of a previous announcement, but it was worth it.)

The Christmas party at the Herman's household was well attended, lots of singing around the piano, good food, more than the usual quota of flying lies, you missed a goodie so next year plan to attend whereever it may be held.

At present, we are having address problems with two members; Doug Kelly who moved to the Washington D. C. area and Bill McDowell. If anyone out there can help us with their present address we would like to send them the last two issues of the newletter which were returned to us. Thank you.

The editor would also like to share a paragraph from "West With the Night" by Beryl Markham, incidentally an excellent book according to our staff book reviewer.
"Harmony comes gradually to a pilot and his plane. The wing does not want so much to fly true as to tug the hands that guide it; the ship would rather hunt the wind than lay her nose to the horizon far ahead. She has a derelict quality in her character; she toys with freedom and hints at liberation, but yields her own desires gently." Beryl Markham, a truly remarkable woman flew in AFRICA IN THE 1930's, primarily in Gypsy Moths.

Perhaps most of usaw the Miniseries"Till We Meet Again", from the book by Judith Krantz of the same name. Airplanes included in the story were three belonging to club members: Ed Clark's Hornet Moth and Dale Miller's Travel Ait and Tiger Moth. If it doesn't end up on the cutting room floor, there is a closeup of Limey Rickey's rudder. (Tiger Moth) Other airplanes involved were an SE-5, a Fokker Tri-plane, a Sopwith 1½ Strutter, a Citabria and a Bonanza. A replica SE-5 that was obtained from Jim Appleby was used in the filming and blown up. The Bonanza also did not survive, but, until it did its part in the movie, was used for daily errands. (Courtesy of Connie Clark)

We are also going to start a serialized story written about a flight to Barrow Alaska in a MA-5 Marquart Charger, written by Dave Davidson, the president emeritus of the the AAA, the previous name of our present club.

BI-PLANE TO BARROW

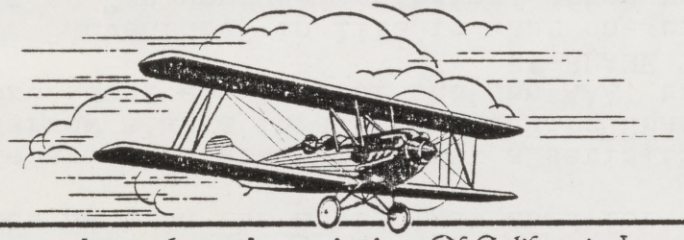
"Adventure" in life is what one creates for oneself. "Websters" defines it as "an unusual, stirring, often romantic esperience." We all dream or have pipe dreams, bringing them to reality and completion is what it's all about. Since my bag is airplanes and flying. my adventures are with my "MA-5 Marquart Charger Bi-Plane". (See Sport Aviation, EAA magazine, August 1987.

In 1953-54 during my USAF career I was stationed at Ladd Air Force Base in Fairbanks. I flew C-47's(DC-3's) all over Northern Alaska, serving the radar sites in very remote regions. The furthest northern site was Barter Island(near Prudhoe Bay) on the Arctic Ocean, but I never was able to fly into Barrow. Barrow or as most people here in the United States call it "Point Barrow", is the northernmost settlement on the North Amercian Continent. Through the years, I often thought that some day I would fly myself to Barrow.

About two years ago, while planning my flight through the outer islands of the Bahamas, I was thinking of all the other adventuresome flights I could make in my Bi-Plane throughout the world and the flight to Barrow kept surfacing in my thoughts. Flight planning has always been fun for me so one day I called the "Transport, Canada Air" in Ottawa Ontario and obtained information on ordering sectional charts of Canada. I learned that they have a strip map of the Alcan Highway (1:500,000) from Fort Nelson to Northway, Alaska. They publish a "Canada Flight Supplement" covering every airfield in Canada in one book, well done book, and has

a drawing of almost every field opposite the information. Our own "NOAA" could revise our "Airport/Facility Directories" to copy the Canadian format. They will also send you, if you ask, without charge, an invaluable booklet "Flying the Alskan Highway in Canada", with all the do's and don'ts and other requirements for flying in Canada.I called the National Weather Service in Washington D. C. and paid a nominal fee for copies of a ten year average of weather by month for all the places I would stop enroute. This included cloud heights, percent coverage, temperature, precipitation, visibility etc. I noted that Barrow in July averages 46 degrees F and sometimes even higher. I then called the NOAA distribution in Riverdale Maryland and learned that they do not publish the normal green colored "Airport/Facility Directory" for Alaska, only it is called "Supplement Alaska" and is colored orange. So I ordered all these books and sectionals to get me from Denton, Texas to Great Falls, Montana with Canadian Sectionsld snf their Flight Supplement to get me to Northway Alaska and Alaska sectionals and Supplement to get me from Fairbanks out to Nome, up to Kotzebue and on to Barrow. (To be continued) Stay tuned.

So until the next issue, keep the oily side down.



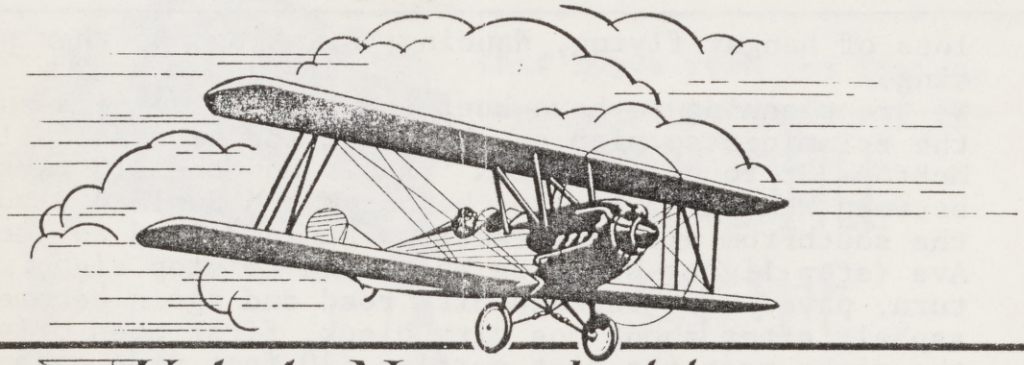
Vintage Aeroplane Association Of California, Inc.

Marc Herman ◦ P.O. Box 736 ◦ Montrose, CA 91020

Mrs. Maggie Davis
2001 Pan American Plaza
Balboa Park San Diego CA
92101

12/99

Dated Material



VAA Newsletter

Vintage Aeroplane Association Of California, Inc.

President Connie Clark (213) 835-2562 Editor Marc Herman (818) 353-3467

FRIDAY NOVEMBER 17 1989 Meeting at Glendale College.

Our speaker for the evening will Jim Donahue, author of "The Earhart Disappearance. He has devoted his life to aviation and has been a historical consultant to Northrop and Lockheed.

Jim's interest in the Earhart case started when he was looking for an Electra Model 10E for a museum, and talked with at least 50 people who were involved in her last flight.

Come hear Jim's explanation of her disappearance, and Jim has also said that he will bring along copies of his book for sale.

We will have a professionally done video of the Northrop Palmdale show.

DON and GERI SNYDER again invite all members of VAAC to their fourth annual New Year's Day Party to be held on Monday January 1, 1990 at 11:00 am with food, punch, Aviation Trivia quiz, prizes, and hangar flying. Aircraft please park in the backyard of house adjacent to the displaced threshold marker runway 3. Signs will be posted for those arriving by car at 6736 Kittyhawk Ave Hesperia Ca. Call 619-948-1235 early in the month for confirmation.

SATURDAY 2 DECEMBER 1989 Christmas Party at the Hermans Starting in the very early evening, 6 or so, plenty of parking space, prizes, and a guaranteed good time. We are planning to have the entire event catered, with music,

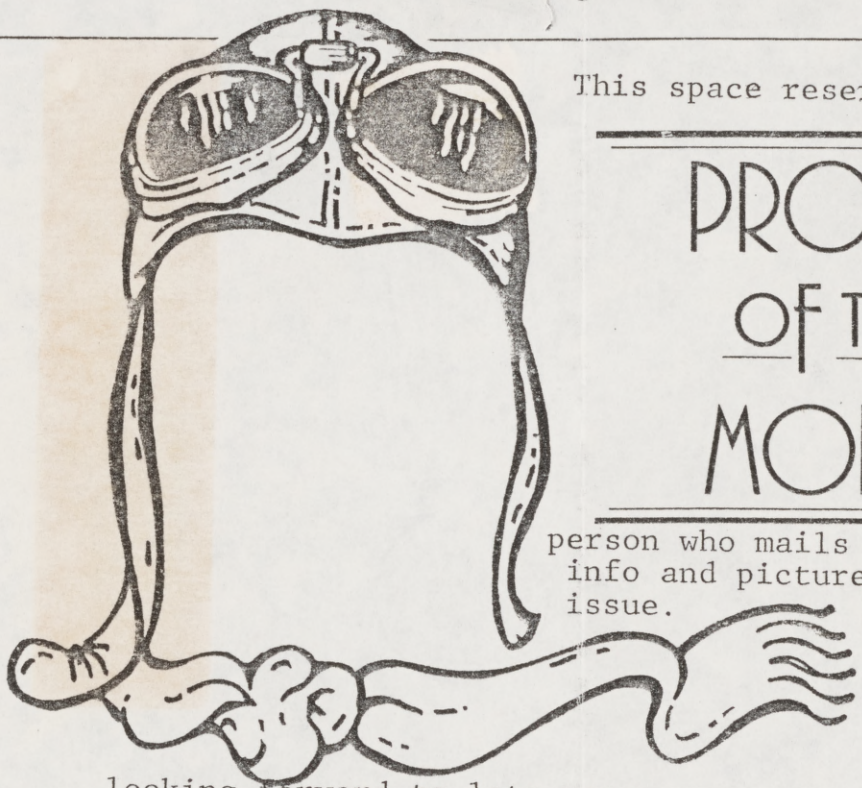
lots of hangar flying, dancing, swimming, weather permitting,
We are planning to have beef and pork spare ribs and all the trimmings so plan on this one. The address is 10330 McBroom St roughly between the I5 and the 210 fwys, and between Wentworth Ave to the north and Sunland Blvd to the southFrom either direction: Sunland Blvd to Wheatland Ave (stop light) North on Wheatland to stop sign, right turn, paved road becomes dirt road and again becomes asphalt after about one city block, first open drive on the right past the dirt portion (20 foot wide easement) straight down through two chain link fences and you are in our parking area. We think we have a deal for a first class caterer for about half price, the club will charge about $12.50 each for meal which sells for $18.00 in the restaurant. Such a deal. Please call 818-3533467 so we can make the necessary plans.

Item missed from last issue,
New members Charles and Donna Spurrell live in Rancho Palos Verdes. Charles learned to fly in a Cessna 120, and shared a hangar with another club member, Ron Hackworth. He says that he has been flying "seriously" for four years. Donna has about 18 hrs taking a pinch-hitter course from Charles' instructor. They now own a beautiful Cessna 195.

Aletter from Doug and Joan Kelly dated 30 August and telling us that they have moved to Washington D.C. New job (actually two). Doug mentions that hangar space is at a premium in the D.C. area and that he had his airplane stored in Martinsburg W Va. one hour and twenty minutes away from home. Part of the move was complicated by the necessity to move the T-18. It was finally accomplished in two moves with a layover in Albuquerque due to tornadoes in the Panhandle. However the second leg was highlighted by pleasant peeple he met in Liberal and Emporia Kansas, Cuba Missouri and Portsmouth Ohio.

New members: Leona nd Bill Mason of Northridge. Leona flies her 152 or 150,(editor doesn't know these newfangled airplanes.

Welcome back to Perry and Joyce Schrefler of SAnta Paula. Perry has just completed his 50th year of flying and



This space reserved for the

PROFILE OF THE MONTH

person who mails in the necessary info and picture for the Dec. issue.

looking forward to lots more.

Since our last letter we have had two events, Santa Paula hangar party and the Northrop Palmdale Show. Santa Paula was a ball, lots of flying, riding and the usual hangar talk, dinner by the Allegres. Weather was just right.

The Palmdale show was an AIRSHOW, Acrobatics by Pitts vest pocket airplanes all over the sky, T-6's, F-80, Sea Fury, Chuck Thronton's T-38, P-38, skydivers, lovely weather, antiques, displays, the whole bit, estimated crowd over 70 thousand and they all had a great time.

GIVE A DAMN

Our special thanks to member Phil Dockter for his work in the art department for the new format of the Newsletter, completed with artwork. (Editor thinks it is great and din't realize there was so much work in preparing a new layout. Thank you.

Tune in next issue for more news, more new members and with items from you we might just go to six pages or more.

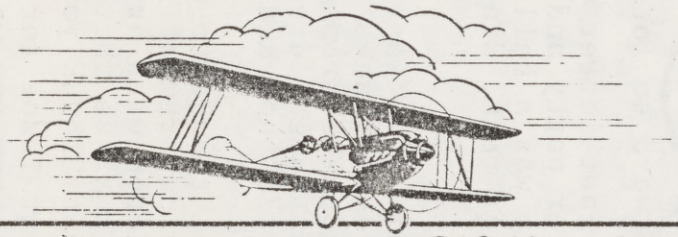
CALENDER OF COMING EVENTS
17 November VAAC meeting at Glendale College 7:30 p. m.
Speaker Jim Donahue " The Earhart Disappearance"

2 December Christmas party--nothing to bring--just your own sweet selves--save your appetite--meet lots of nice people--new members music--- call and mark your calender now.

More new members: Thomas Schamber of Huntington Beach--editor nees more information-shoot it to me.
Sam and Lenora Massey of Victorville--lets hear from you.

Seriously, the editor would like to hear from some of the other members from whom we have never heard .

Thank you



Vintage Aeroplane Association Of California, Inc.

Marc Herman ◦ P.O. Box 736 ◦ Montrose, CA 91020

VAN NUYS CA 913 2A
PM
14 NOV
1989

Mrs. Maggie Davis 12/99
2001 Pan American Plaza
Balboa Park San Diego CA
92101

Dated Material